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adhering strictly to the scientific method. The result is a book adapted to both student and general reader.

There are five forces, according to Professor Pigou, which affect the volume of unemployment. It tends to be increased by the operation of three of these: (1) artificial increase of wage rates above those which the free play of economic forces tends to bring about; (2) lack of plasticity in wage rates; (3) wide fluctuations in demand for labor. The two forces which tend to diminish the volume of unemployment and which therefore constitute direct remedies for unemployment are: (1) upward fluctuations in demand for labor in some industries, which offset downward fluctuations in other industries, and (2) the adjustment of the demand for labor on the part of public authorities to the volume of unemployment. The amount of unemployment is also diminished by any force which counteracts the influences increasing the amount of involuntary idleness. The frustration, either by trade-union action or by minimum-wage boards, of arbitrary attempts to lower wages; the establishment of conciliation committees with power to employ the machinery of sliding scales; and attempts to equalize the demand for labor by increasing the stability of general prices and the shortening of commercial credits—all these devices are remedies for unemployment. The author recognizes that the adoption of all these remedies together would not avail to abolish unemployment; consequently in his concluding chapters he investigates certain palliatives which may tend to alleviate the evil consequences. It has been of distinct value to make available to the general public an expert discussion of a difficult problem which lays so heavy a hand upon the whole community.

La politique des transports en Belgique. By G. DE LEENER. Brussels: Misch et Thron, 1914. 8vo, pp. ix+320. Fr. 3.

This discussion of transportation in Belgium was written before the great catastrophe had befallen her and while yet she was doing her share of the world's business and developing steadily her economic life. The object of the book was to analyze the country's existing transportation system and to indicate the necessity for state intervention, though not without limitation in a matter so intimately involving the public welfare. There should be, M. de Leener believes, a definite general policy of the government; this he calls "la politique des transports." With the description of the condition of the internal and external transportation of Belgium the author discusses the comparative advantages and disadvantages of water and railway systems. While there is great possibility of development in both, he regards the latter as the more promising so far as internal trade is concerned. He also suggests certain improvements which he believes should be immediately adopted for the benefit of the country.